

Amendments to the Specification:

Please insert the following new paragraph on page 1, between lines 4 and 5, directly following the title of the invention:

-- This application is the national stage of PCT/DE 99/01389, filed May 8, 1999, designating the United States. --

The paragraph starting on page 1, line 9, is amended and now reads as follows:

-- A method and an arrangement for ensuring the standstill of a vehicle is known, for example, from EP 375 708 B1 (US-Patent 5 129 496). There, the standstill of the vehicle is derived on the basis of the wheel speed signals whereupon a braking force is built up at at least one of the wheel brakes in the sense of a parking brake function. This parking brake function is, however, switched off when the driver switches off the voltage supply for the vehicle control systems. A certainty as to standstill is therefore only guaranteed when the supply voltage is switched on. --

The paragraph starting on page 2, line 13, is amended and now reads as follows:

-- Correspondingly, ~~DE-A 43 38 399~~ United States Patent 5,794,735 shows a road speed controller which inputs a desired acceleration of the vehicle on the basis of the difference between the desired and actual speeds. This desired acceleration is adjusted by controlling the engine and/or by

actuating the wheel brakes of the vehicle. --

The paragraph starting on page 2, line 21, is amended and now reads as follows:

-- From ~~German patent application 197 03 688~~ United States Patent 6,053,584, a procedure is known with the aid of which a comfortable braked stopping of the vehicle is made possible. The braking force at the wheels is reduced somewhat in order to reduce the stopping jolt when there is a drop of a specific vehicle speed in the region of the standstill speed. --

The paragraph starting on page 6, line 3, is amended and now reads as follows:

-- The illustrated adaptive road speed controller has two basic functions, namely, the road speed controller 100 and the distance controller 102. The difference ΔV between the desired speed V_{des} and the actual speed V_{act} is supplied from a comparator position 104 to the road speed controller 100 realized in a conventional manner. The desired speed V_{des} is determined in dependence upon the operating state of the operator-controlled ~~element 21~~ element 26 in a selection stage 106. Thus, for example, in the operating state "set", the current actual speed value is assumed as the desired speed and, in the operating state "acceleration", ramps of the desired speed, which change as a function of time, are pre-given, et cetera. The output signal $desF$ is formed by the road speed controller 100 in dependence upon the speed difference in accordance with a pre-given control strategy (for example, PD control). The output

signal desF is outputted to a switching element 108 and via the line 107 to the controller 102. --

The paragraph starting on page 12, line 2, is amended and now reads as follows:

-- The operation described with respect to FIG. 3 is made clearer on the basis of the time diagrams of FIG. 4. FIG. 4a shows the time trace of the road speed VFZ and FIG. 4b shows the time-dependent trace of the supply voltage U and FIG. 4c shows the time-dependent trace of the parking brake force FFB. FIG. 4d shows a ~~signal~~ signal, which represents the state of the ~~transmission~~ transmission, especially whether the transmission has assumed the park or neutral position; whereas, FIG. 4e shows a two-value signal which represents the presence of a start drive command AW.